

years ago, and that it is much higher than is charged on the State canals of New York and Pennsylvania.

Having before us authenticated copies of the tariff of tolls on the canals in the States above mentioned, we will here present their rates, on the transportation of flour, in contrast with the rate charged by this company, which is complained of as being "very low" and "inadequate."

"Rate of toll established by the Canal Board on the New York State Canals, for the year 1845, and as modified and reduced to take effect at a future date."

	Per 1000 lbs. per mile.		Per ton of 2000 lbs. per mile.	
	1845.	1846.	1845.	1846.
On Flour,	Mills 4½.	Mills 4=	Mills 9.	Mills 8.

"Rates of toll to be charged on the Pennsylvania Canals on and after the first day of March, 1845."

On Flour per 1000 lbs. per mile, 4 Mills=8 Mills per mile per ton of 2000 lbs.

And yet we learn that the aggregate receipts of toll on the New York Canals, during the current year up to the close of the second week in November amounted to the very large sum of \$2,510,131, which is \$63,757, more than was received in all the year 1844, and that the receipts up to the 29th of November when the navigation was closed by ice, amount to \$2,646,118 for the whole year, which exceeds the aggregate receipts of last year by the sum of \$200,088.

The revenues from the Pennsylvania canals have also been considerably augmented since the adoption of their low charges.

It is thus shown that on the New York State Canals the toll on flour is at present 9 mills per ton per mile, and that after this year it will be only 8 mills per ton per mile.

That on the Pennsylvania State Canals it is at present but 8 mills, per ton per mile, and that with these rates the canals of New York are eminently productive, and those of Pennsylvania promising to become so.

On the Chesapeake and Ohio Canal the toll on flour is now and has been since the 20th June 1843, two cents per ton per mile (ten barrels to the ton,) for the first twenty miles, and one and a half cent per ton per mile for any further distance it may be carried, and the same disparity exists in regard to the toll on other articles generally. But, as we have above shown, the toll on flour on the Chesapeake and Ohio Canal is not only higher than upon the New York and Pennsylvania Canals, but the present rate is somewhat higher than was charged on this canal in the year 1835. The general tariff of tolls, established in that year, fixed the toll on flour at two cents per ton per mile, (ten